

GROUP 1

Bus Routes

Bus Service

- Less time to drive to Salt Lake City than to take commuter rail
- Bus service runs north/south
- Davis Blvd. good place for transit circulation/feeders
- Not enough transit coverage east of Orchard and more coverage may lead to more riders.
- Lack of knowledge about existing bus route system
- No bus service for east/west

Local Transit

- No transit for youth to get to new recreation center
- Need transit access and connection to hospital
- South Davis Recreation Center will create more transit demand specifically east/west routes in summer
- It takes less time to drive to Salt Lake City than to take commuter rail
- Transit has to be convenient and dependable
- Transit lines to High Schools need to be put in place (none now)

Bus Service

- At peak commuting times, buses are full
- Transit need to Farmington and Woods Cross (for commuter rail)
- Centerville needs other transit options because no commuter rail stop
- Localized service to get to commuter rail
- A sector delivery (shuttle) within the city would be of use (Porter and Chase, Main and 400 West)
- Inadequate existing service – better bus stops, more frequency, etc. may increase use
- Citizens may not be willing to ride because buses are not full off peak
- More frequency busses during peak only

Existing Bus Routes

- Buses too big to get to smaller roads on hills
- Bus schedule unreliable after 6:00 p.m.
- Traveling by bus takes too long when transfers are involved
- Buses are not convenient
- Too many stops when trying to get directly to Salt Lake City

Transit/Bus Service

- Commuter buses pass by North Salt Lake
- No east-west bus service beyond Orchard Drive
- Lack of frequency of buses to north (Hill Air Force Base)
- Minimize transfers to LRT
- Buses needed on Redwood Road
- Buses not serving far enough east
- No North Bountiful transit service during the morning and day
- No transit on Redwood Road
- Too many transfers needed to take transit

Bus Service

- Poor coverage with bus system, need more direct service on better routes (2 separate routes)
- Limited number of buses and difficult to get around mid-day
- Bus patrons have increased and many times buses are full
- Frequency of existing service and longer travel time is a problem
- Reliability is an issue with buses (frequent breakdowns)

Downtown Proximity

- Buses may be more time effective/convenient than a train to Downtown Salt Lake City (10 minutes by car)

Buses

- Buses don't go where residents want to go
- Need local circulator service connecting to commuter rail
- Limited bus service now (#60) and would like improved service from commuter rail station
- Bus frequency on 1500 South eastbound and I-15 is not adequate
- Need for an east-west bus system to north-south transit
- Need feeder lines from east-west to commuter rail station
- Transit riders going north have to go to Bountiful to reach a bus station

GROUP 2
Access to Transit

Commuter Rail Access
East/west transit needed to get to commuter rail
Other mode parking at commuter rail
Bountiful and South Davis residents will not use southbound Front Runner because of proximity to Salt Lake City.
When Utah County line/ext. is finished, it will be used.
Park and Ride
No park and ride lots
Should consider park and ride locations to increase rider ship, but not a lot of empty streets
Transit Accommodation / Bus Stops
Citizens concerned if and where transit will relocate car traffic
Use 400 South in Salt Lake as an idea for transit/car relationship
Citizens concerned with the type of transit – trolleys (more stops) vs. light rail (fewer stops)
Turn-out lanes for busses or BRT on Main Street
Education
Bike facilities
Park and ride locations
Education to change transit mentality – citizens need to use transit to alleviate traffic in the future
Park and Ride
Need park and ride with any transit improvement
The park and ride must have a place to leave bikes
General Access
Traffic and access at Station Park from I-15 to station parking
County seat transit needs
Parking / Transit
Absence of Park and Ride lots, especially north corner of Farmington (Shepherd Lane / US-89)
UTA commuter stop next to school on Shepherd Lane has conflicting parking needs
North Farmington residents use shared church parking to get on express bus
Parking at all sports parks
Additional parking for Park and Ride users
Parking to access east side trail
Commuter Rail
Foxboro needs bus, pedestrian, cycle access to commuter rail (north-bound and south-bound)
North Salt Lake is on an island and the commuter rail station provides little value to North Salt Lake
Transit needed to go north to commuter rail to get south to Salt Lake City
Park and Ride
Park and ride used at LDS Church off Center Street and citizens wonder if it is formal or informal use
Convenient park and ride is necessary for future development along Eagle Ridge Drive
Security at train park areas are a concern
Area West of I-15 Transit Service
Foxboro needs internal bus stops near development
Foxboro has about 8,000 residents and has a young demographic that would benefit from a bus service to the University of Utah
No bus service at Orbit, giving no alternatives to using cars to get to work
No current bus routes to Salt Lake City
No west side buses (commuter or local)
In the long term, express bus service from Foxboro to Downtown Salt Lake City
Citizens concerned with how to serve a higher density of Foxboro
Low income in Foxboro area, but service is needed
Transit Connectivity
Too much time taken to use different modes and stops
Too much time is taken to get to locations that are in close proximity to final destination
Shuttle or circulator bus routes may help link rail and commercial districts in West Bountiful and Bountiful
Access to airport on transit is an issue and a direct airport connection is needed
Bus-rail connection (how do I get where I want to go if I take the train?)
Need a local/regional system to minimize cars at the station (consider bus service to commuter rail station)

GROUP 2

Access to Transit (continued)

Access to Commuter Rail Stations

- Legacy Interchange Development needs service that connects East/West to commuter rail
- Future park and ride lots are needed East/West on 500 South (800 West through 500 West)
- Poor access to rail stations
- West Bountiful will partner for a Transit Oriented Development at Woods Cross Station
- 700 West replacing 800 West through Holly Oil may improve access into station
- Need a separated crossing to commuter rail at 700 West and Millcreek (North/South road)
- Need to expand to include park and ride and bus access into stations
- Security and time issues come up when getting to and from park and ride lots

Commuter Rail

- Get commuter rail riders to future business park

Parking

- Question enough parking for commuter rail
- Question two churches being used for commuter rail
- Not knowing where park and rides are, using informal lots (K-Mart)
- Residents around commuter rail station are worried about inappropriate parking
- Residents need more park and rides to use bus service

Fare Costs

Cost / Fares

- Commuter Rail fare for family may not be cheaper than driving

GROUP 3

East – West Access

Congestion

500 South and 500 West has major congestion
Intersection queuing 500 South and 500 West

East/West

Major congestion on 500 South along "restaurant row"
Major congestions on rail, I-15 interchange, 500 North/500 South
500 South traffic light need to be reworked east/west of I-15 to relieve congestion
Business access if difficult with congestion on 500 West
Morning peak congestion on westbound 400 North
500 South congestion will discourage use of commuter rail station, increase travel time compared to direct to Salt Lake City in a car
East/west congestion on 500 South from Orchard Drive to I-15 (sometimes three cycles of traffic lights)
East/west travel on all streets
Congestion at 500 South and 500 West will deter people from going to the Front Runner park and ride especially during peak hours. Driving from central Bountiful to Downtown Salt Lake City takes the same time taken to go west through 500 West/I-15/TRAX intersections.

Traffic (East/West)

Put a single point urban interchange at the Parrish and I-15 interchange
Increase congestion is a possibility with Legacy and Parrish interchange
Need an interchange at I-15 and Lund

East – West Access

Access to Lagoon for seasonal use (employees and patrons)
Transport from existing Transit Station to Lagoon
Transit support for mixed-use (commercial) area north of Lagoon to Shephard Lane
Lagoon / transit oriented development access
Shuttle between Town Center and Railway Station
People park at Station Park to avoid paying the Lagoon Parking fee (a solution is needed)
East side residents need to get to the Commuter Rail Station and Station Park amenities without walking
Transit from Commuter Rail to Lagoon, the employment center north of the transit oriented development, downtown and the County Fairground

East/West

Not enough roadway capacity
Traffic is increasing in North Salt Lake and to Bountiful
Traffic will increase (Center Street and 1100 North) with Foxboro development

East – West Access

800 West to 400 North to I-15 is very busy in the morning
East/West congestion on 400 North (800 West through 500 West)

500 South (East/West)

500 South from 500 to 1100 West to I-15 has congestion in the evening
500 South will be a gateway to West Bountiful at Legacy with commercial or institutional development
Making a left turn onto and from 950 West to 500 South (Business Park access)
Legacy may generate traffic on 500 South
Stop lights at Redwood Road and 1450 West (new road) will further congest traffic on 500 South
The intersection at 700 West and 500 South is unable to handle traffic flows
Congestion on 500 South into rail station limits access
500 South and I-15 interchange is a choke point
500 South and 500 West intersection is a bottleneck
Commuter rail and 500 South will be a bottleneck

East – West Access

Bus system circulation in Woods Cross and Bountiful is inadequate
As west Woods Cross develops, east/west transportation will be needed
Inadequate amount of cross connections for east/west or circulator service - 800 West peak bus service takes too long
Potential influx in the future to the commuter rail station from the west
Transportation needed between Woods Cross and South Davis Recreation Center (400 North and 200 West)
Traffic is heavy to Bountiful – more lanes would help (500 South, 1500 South, 2600 South)
500 South expanded to 5-lane section (UDOT)

GROUP 4

General Transportation and Traffic

I-15 Access

- Bad signage from I-15 (need common nomenclature throughout Davis County)
- Bad signage to access I-15
- One lane to South Bountiful I-15 ramp from 400 North
- No light at South Bountiful to I-15 on 400 North

Pass Thru Traffic / Reduce Number of Cars

- Rail or transit improvement would serve other communities (people traveling through Centerville)
- BRT/Buses/Light Rail needed to Centerville and Farmington to reduce pass thru
- Transportation improvements must clear a way for traffic to move through Centerville
- Bring outsiders to commercial sports within region
- More traffic could be generated through Centerville with the Farmington Commuter Rail station and Legacy
- Most increases in traffic will be through Centerville, rather than to and from Centerville
- Centerville is the middle of the hour glass (all traffic comes through with no room to expand)
- Meeting transit options with the needs of shoppers and stores
- Diminish Centerville as conduit for transit (not a destination city)

General transport / traffic issues

- Need continuous frontage road (east of I-15) to eliminate traffic through congested residential area (200 West / Farmington Junior High school)

- Traffic issues (flow) associated with Farmington Junior High school and adjacent employment center (200 West)
- Pave the Davis County Road so that people can drive from West Farmington to West Centerville

Rail

- Too few overpasses over train tracks
- Railroad crossings are a problem – many citizens get stuck behind a train

Roadway Congestion

- Foxboro has no existing north-bound access to Legacy and I-15
- Use of surface roads during I-15 problems
- Difficult to get on and off Redwood Road with out traffic control
- Congestion on 2600 South and 1100 North which prevents North Bountiful users from getting on the freeway
- Congestion of I-15
- No HOV on I-15
- Interchange at Center Street gives no access onto I-15
- Difficult to get on and off Redwood without traffic control

Sub-Regional Connections (Local)

- Sub-regional connectivity to Centerville, Farmington, and Bountiful shopping, North Salt Lake Eaglewood Village, The Gateway, and Farmington future station park from Foxboro

General Traffic

- There is a speed issue on surface street traffic from 2200 North to 1100 West to 500 South
- Frontage road extension from land fill to Parrish Lane in Centerville
- 800 West going south to 400 North to I-15 is congested in the morning

General Transport / Traffic Issues

- Problems getting out of the city. Only two interchanges and both are heavy
- Baseball fields and park areas (1500 South) impact the area with traffic congestion from North Salt Lake. Woods Cross needs a field.
- Heavy traffic at 800 West and 2600 South in the morning and evening
- Traffic lights at 500 South aren't coordinated
- Woods Cross and North Salt Lake need to work together to solve traffic problems on 2600 South.

General Access

- Intersection queues at 500 West and 2600 South affecting business
- Access road to commuter rail at 800 West is inadequate
- 1500 South and 2600 South do not have adequate right of way (width)
- Stopping motorists from using Woods Cross to get to Legacy Highway
- Train creates delay in both directions
- Tankers can only use 500 South and 2600 South by city ordinance
- Need an overpass on 500 South over the railroad tracks
- Need to extend runway to reroute 1500 South
- Difficult for residents to get out of the city
- Activities are most commonly out of Woods Cross (shopping, restaurants, etc.)

Safety

Safety

- Lots of accidents on 1500 South and 500 West

Safety / Access

- Lack of access due to street connectivity, congestion reduces access for EMS
- Safety is a concern with all the off-set intersections

Safety

- Foxboro/Industrial Park, Redwood Road and 600 North need signalized intersection

GROUP 5
Peds/Bikes/Trails

Pedestrian

Orchard Drive is a bad pedestrian street
Don't have a trail system through Bountiful
Long walk from hospital parking lot to building (hill and need to cross road)
There is no legitimate pedestrian access from Front Runner station to Bountiful residential areas. The distance is more than a mile, poor sidewalks/street widenings, high traffic volume and unsavory area.

Walk ability

Main Street is hard to cross as a pedestrian (40 MPH)
No access for pedestrians on the west side of I-15/Commuter Park (no sidewalk)
Increase walk ability to stops
No reasonable park and rides to walk access to transit

Pedestrian / Bike / Trails

Walk and bike trails (from South Farmington to Centerville along frontage road area)
Glover land needs to be pedestrian friendly (including overpass)
The pedestrian bridge over I-15 (Park Lane / State Street) could be shifted to the north to allow more direct access between the Rail Station and Lagoon
Trail system access to Lagoon
200 East is too narrow (especially along the east side) for biking
Clark Lane and Glover Lane overpasses are too dangerous for biking
Develop trail between State and Clark
Position of Legacy Trail
Issue with trail being sandwiched between I-15 and Legacy Parkway
More crosswalks needed along State Street
UDOT didn't allow new crosswalk at 100 East and State Street (study is needed in the Summer when Lagoon is operating)

Bikes (using transit)

Bike parking (lockers) at Station
More bike racks
Ability to take bikes on buses

Pedestrian/Bike Trails

Orchard Drive lacks sidewalk safety on west side
Foxboro needs pedestrian and bike connectivity (North Salt Lake, Downtown Salt Lake City, and Bountiful)

Pedestrian / Bike / Trails

1950 North (East/West) will tie to Legacy Trail – Millcreek (East/West)
Extensive planned trail system, i.e. A-1 drain trail, Davis Country storm drain (Millcreek), 1200 North, Rail trail, Legacy trail
Far walk to stop is a limiting factor for transit
Bus-trail interface is needed at trail access points
ADA access across railroad tracks is needed
Trail development to connect with Legacy trails and park and ride commuter stations
Foot and bike traffic access to transit station (park and ride) is a concern with existing traffic flows in the area

Pedestrian / Trails

Lack of sidewalks affects getting to bus stops
High pedestrian area with increasing traffic at 800 West and 1500 South
Inadequate pedestrian corridor (lighting, transients, student safety, runner safety) on 1500 South under I-15
Residents concerned about development Transit Oriented Development at commuter rail station with nearby infill (Gardener Development.) The area needs a pedestrian bridge and relocated parking.
Developments near Legacy Highway will provide access to Legacy trails
Concern for resident safety at transit stations
No signage at 1500 South and Redwood Road for bicycle trails
Lack of bike lanes or trails

GROUP 6

North – South Access

North/South

When congestions or accidents occur on I-15, north/south roads become congested
 Major peak hour congestion on community north/south roads
 Congestion on I-15
 People using 500 West as I-15 alternative makes 500 West situations worse
 Rush hour congestion on Orchard Drive
 Congestion north/south 500 West from 400 North to 500 South
 Light on 500 West into Costco is in the wrong place

Traffic (North/South)

Bottleneck at 400 West
 Centerville takes on many problems but without mitigation, i.e. Frontage Road should be built west of I-15 between Centerville and Farmington
 I-15 east Frontage Road could carry lots of traffic if extended
 Must look at northbound traffic as well as southbound
 Citizens want to get to Salt Lake without fighting I-15 traffic
 Very difficult to make left turn off of Main Street during rush hours
 Possible continuing of 500 West north from Bountiful as a Frontage Road on I-15 with light rail
 More north/south corridors needed but citizens concerned Centerville can't handle them
 Traffic builds up in West Bountiful and there is no way to create a new north/south road west of I-15

North – South Access

High density residential area in "Y" of I-15 and US-89 need transit connections (accessibility)
 Good commuter rail transit connection needed for medium density residential area, west of I-15.
 Other north-south transit routes in addition to 200 East in South Farmington (low density housing area)
 Convenient connection to airport (TRAX / Commuter Rail transfer)
 Access to transit for jail inmates and employees

North / South

If mass transit could tie into existing TRAX, citizens could have access to the University of Utah
 Congestion bottleneck at US 89 and I-15 interchange and citizens wonder if transit would help
 Beck Street is very slow and would like to see a lane for buses to and from Salt Lake City
 Evening peak congestion on US 89 will get worse with future multi-use development
 Citizens would love fast access to downtown Salt Lake City from commercial centers
 For the long term, citizens need a convenient transit service such as TRAX
 Backtracking needed to go north or south
 Minimize transfers
 Loss of historically good access to Salt Lake City

North – South Access

I-15 problems overwhelm 500 South – 1500 South (800 West Redwood)
 Overpass at 500 West and Bangerter is too narrow on east side of I-15 (1900 South)

GROUP 7

School
<p><i>Out of Region Access</i></p> <ul style="list-style-type: none"> Students need to access University of Utah Bountiful campus. Front runner will help, but students still need to get to Bountiful University of Utah. Many University of Utah students living in Bountiful traveling to school on 55 and 70 Equal amount of students are going to Weber State Getting High School students to Davis Tech is a priority <p><i>Out of Region Travel</i></p> <ul style="list-style-type: none"> Kids going to college ride the bus because it's free (University of Utah and Weber State University) Need for bus service to Weber State and Davis Tech. <p><i>High School / Student Transportation</i></p> <ul style="list-style-type: none"> Kids don't want to use school buses Transportation for children involved in extracurricular activities at Viewmont High School Connect future High School to Farmington in general Traffic movement to / from future High School in relation to I-15 (consider south interchange realignment) Transporting North Farmington kids to Viewmont High School (concern for safety and on-time arrival) Access and safety at High School across Legacy Parkway and I-15 <p><i>High School / Student Transportation</i></p> <ul style="list-style-type: none"> School time traffic at 2600 South and 500 South (I-15) Students have a problem crossing 800 West at 2600 South in the morning School pedestrian route problems – some students must cross rail corridors and routes are hazardous Road from school has no traffic light (on east side) Safety of school children on 100 West because of lack of sidewalks

Bus Stops
<p><i>Bus Stops</i></p> <ul style="list-style-type: none"> No shelter at bus stops (one stop on 500 South) Need more bus shelters which could increase rider ship 70 north-bound between 1500 South and 1000 South needs more bus stops (1st, 12th, 13th, 14th) <p><i>Bus Stops</i></p> <ul style="list-style-type: none"> Comfort at stops (protection from weather, seats etc) Impacts to adjacent residents Access to stops High use bus stops need different treatment to help avoid nearby degradation Stop in front of Davis School District Administration Building has people loitering (grass unable to grow) <p><i>Bus Stops</i></p> <ul style="list-style-type: none"> Bus stops are too far away from Foxboro Bus stops too far away from east side neighborhoods Security at bus stops are a concern <p><i>Bus Stops</i></p> <ul style="list-style-type: none"> Make bus stops ADA accessible Existing sidewalks are good, but bus stops are often below grade and are difficult to access

GROUP 8

Growth and Development

Land Use
Village on main and adjoining parcels will create more demand (planned for retirement housing)
Citizens don't like Post Office in middle of downtown
Would like to see mixed-use development in downtown
Land Use Concerns (Evaluations)
Look at how patterns change with developments including Legacy, Commuter Rail, TOD in Farmington
Little growth potential in Centerville
Centerville is almost built out
Development West of I-15
Pressure to develop commercial corridor west of I-15 to North to Farmington
Look at development in West Farmington
More development happening west (I-15 and Legacy) than east – more transit potential toward the west
Frontage Road from Legacy project agreement
Economics
Commuter rail: Union Pacific is trying to eliminate switches on east side and there is a potential loss of rail delivery.
Growth
Growth of residential development west of Redwood Road
Redevelopment of multi-family areas east of I-15 at 500 West and 1880 South
Increasing truck and regular traffic with growth on 2600 South
Residents concerned about growth west near Redwood Road and Legacy Highway
Current population is 8,400 and build out is 4,000-5,000 more
Future business park will further strain 1100 North (2600 South)
Potential regional commercial growth 500 South at Legacy Highway
Economic and development growth will happen around commuter rail station (national precedence)

Future Needs

Future Outlook and Needs
Look to the future to see if what is built will draw people in
Transit
Street car should be on 400 East
Community could change if light rail were built
Transit options needed to serve community
Future Growth
Citizens want to know how to coordinate with UDOT plans for I-15 and 215 improvements
Not a lot of office space in Davis County – it would be beneficial to cluster offices around mass transit
Future Transit Needs and Opportunities
Equestrian facility and residential areas at 400 North near Legacy may create more traffic
Expanding of mostly retail commercial development at 500 West (Gateway to Clear Water)
Transfer of development rights will be used to focus denser development along 500 South with residential focus along Legacy
Transit alignment on 500 West to serve commercial and community
Future transit line East/West access is an issue if proposed route along 200 West is put in place

Environmental

Environmental Concerns
Air quality important – all options must have clean air in mind
Citizens concerned about environment